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DDI DIR. 5200.10

DEPARTMENT OF THE AIR FORCE

STAFF MESSAGE DIVISION

INCOMING MESSAGE

AF IN : 22411 (10 Oct 61)

W/EJ1

ACTION : CZA-5-1 (2)

DE RUCZ 111A

9:10:30Z

**LIMITED DIST.**

FM CONDR 28 NORAD RGN HAMILTON AFB CALIF

TO RUEJHQ/OSAF WASH DC

RJVFLAB/CINCINORAD

BT

SECRET FROM 28NROP X 0041. SECTION ONE OF TWO.

ACTION OSAF FOR AFCIG-5 (LTCOL WILSON); NORAD (COL GOULD).

25X1A SUBJECT: (U)   REPORT. THIS MESSAGE IN TWO PARTS. PART I.

SAN FRANCISCO SECTOR REPORT. ON 5 OCT 61 THE TRACK WAS NOT DETECTED WHILE AT EXTREMELY LOW ALTITUDE PENETRATING AND TRAVERSING THE PACIFIC ADIZ. WHEN REACHING COASTLINE AND THEN STARTING CLIMB, THE TRACK WAS AUTOMATICALLY IDENTIFIED FRIENDLY BY ORIGIN. AT THE TIME OF PENETRATION OF COASTLINE HEIGHT FINDERS AT P-36 (MILL VALLEY), P-37 (POINT ARENA), P-33 (KLAMATH, CALIF) AND SM-157 (RED BLUFF) WERE ON MANUAL MODE OF OPERATION FOR SEARCHLIGHTING TO SEAWARD FOR VERY LOW OR VERY HIGH TRACKS. IF HEIGHT FINDERS HAD BEEN IN THE SEMI AUTOMATIC MODE OF OPERATION, THE PROBABILITY OF OBTAINING A READING INDICATING SUSPICIOUS CHARACTERISTICS BY VIRTUE OF ALTITUDE ARE REMOTE SINCE THE TRACK WOULD HAVE BEEN MEASURED WHEN ID FRIENDLY WHILE IN CLIMB AND WOULD NOT HAVE BEEN REMEASURED UNLESS MANUAL HT REQUESTED BY HEIGHT SECTION PRIOR TO TRACK LEAVING SECTOR.

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AF IN : 23411 (10 Oct 61)

Pg 2 of 5.

TRACK LOAD AT THE TIME OF OVER NINETY TRACKS AND THE LOW PRIORITY OF FRIENDLY TRACKS FOR HT MEASUREMENTS RENDER IT IMPROBABLE THAT THE TRACK WOULD HAVE BEEN MEASURED AGAIN. ADA COULD HAVE BEEN USED WITHIN RANGE TO ENGAGED THE TRACK AT EITHER HIGH OR LOW PENETRATION. ON 6 OCTOBER 1961: A. TIME OF DETECTION BY GROUND RADAR AT 06/2148Z AT GEOREF DJLH 2445: MADE UNKNOWN AT 2150Z. B. SCRAMBLE ACTION: (1) TWO TP AIRCRAFT (F-101B) AIRBORNE ON AIRBORNE ORDER AT 2145Z AND COMMITTED AT 2150Z (T 141 UNKNOWN TRACK). TWO F-102 AIRCRAFT SCRAMBLED TO TARGET AT 2153Z AND AIRBORNE AT 2159Z. (2) TIME AND PLACE OF JUDY: THE FIRST F-101 HAD JUDY AT DJMJ 5023 AT 2157Z: SECOND F-101 HAD JUDY AT DJNJ 3843 AT 2206Z; THE TWO F-102'S HAD JUDY AT DJPH 2640 AT 2240Z. (3) ID PASS AND TYPE AIRCRAFT: (A) UNKNOWN TARGET IDENTIFIED AS U-2 AT DJMJ 5023 BY FIRST F-101 INTERCEPTOR, PASSING 2000-4000 FEET BELOW TARGET. THE TAIL NUMBER OF TARGET NOT OBTAINED SINCE PILOT UNABLE TO READ FROM 2000-4000 LOW. (B) IF ID PASS NOT ACCOMPLISHED WHAT IF ANYTHING DID THE AIRCRAFT SEE? ID PASS COMPLETED. (4) NARRATIVE OF INTERCEPT AND IDENTIFICATION. (A) NARRATIVE OF INTERCEPT AND IDENTIFICATION BY F-101 IND: TP 15 AND 16 WERE

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Pg 3 of 5.

AIR BORNE AT 2145Z BY AIRBORNE ORDER. INITIAL PAIRING AGAINST UNKNOWN TRACK T141 WAS TAKEN AT 2150Z. AT COMMITMENT THE FIGHTERS WERE DEAD AHEAD OF THE TARGET AT 70 NM. A 90 DEGREE TURN TO THE LEFT WAS MADE FOR SEPARATION FOR AN ATTEMPT FROM THE STERN TO MAKE AN IDENTIFICATION PASS. AT THE TIME OF PAIRING THE TARGET WAS HEADING 040 DEGREES AT AN ALTITUDE OF 35,000 FEET. A SHORT TIME LATER THE TARGET ALTITUDE WAS REPORTED AT 43,000 FEET AND CLIMBING. F-101'S TP 15 AND 16 COMMENCED A GATE CLIMB AT THIS TIME, TARGET RANGE APPROXIMATELY 50 NM. TARGET HEADING 040 DEGREES, FIGHTERS HEADING 186 DEGREES TO FIRST OFFSET REQUESTED FIGHTERS SPEED IN CLIMB AND THEY REPORTED 1.3 MACH. THE COMPUTER CRUISE SPEED WAS .95 MACH AND I COULD NOT INSERT 1.3 MACH AS A CRUISE OR COMBAT MACH BECAUSE OF BEING ALREADY PAST TRANSITION POINT, I CONTINUED FOLLOWING COMPUTER INSTRUCTIONS TO FIRST OFFSET AND AT FIRST OFFSET INITIATED A HARD TURN RIGHT, TO 340 DEGREES, FIGURING THE TURNING RADIUS AT SUPERSONIC SPEED TO BE GREAT ENOUGH TO ROLL OUT IN THE STERN OF THE TARGET. THE RADIUS OF TURN WAS NOT AS EXPECTED AT THIS SPEED AND THE TARGET WAS APPROXIMATELY 60 DEGREES PORT AT 15 NM AT ROLL OUT ON 340 DEGREES. TP 15 HAD AN (MI) DUE TO DIRECTOR ERROR BY RUNNING AHEAD AND LOW ON THE TARGET. HE EXECUTED AN OVERSHOOT AND MADE A (VMA) ON THE TARGET

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DEPARTMENT OF THE AIR FORCE  
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INCOMING MESSAGE

AF IN : 23304 (10 Oct 61)

ACTION: CIQ-5-1 (2)

**LIMITED DIST.** H/eac

DE 8JWZSB 112A  
O 100030Z

FM COMDR 25 NORAD RGN HAMILTON AFB CALIF  
TO RJEZHQ/OSAF WASH DC  
RJWFALB/CINC NORAD

BT

S E C R E T FROM 28NROP X 0041. FINAL SECTION OF TWO.

CLIMB THEN AS THE TARGET STARTED TO REACH SERVICE CEILING.

IDENTIFICATION OF THE TARGET BY TYPE WOULD NOT BE DIFFICULT

BUT IDENTIFICATION BY TAIL NUMBER IS IMPROBABLE. IF WHEN UNDER  
ATTACK AT HIGH ALTITUDES THE TARGET CHANGED COURSE BY SIXTY TO  
NINETY DEGREES, IT IS DOUBTFUL THAT A SUCCESSFUL ATTACK WOULD

RESULT. SCP 4 (S)

BT

NOTE : Sec 1 is AF IN 23411 (10 Oct 61)

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